



**DETAILED SITE PLAN
GREENBELT METRO**

**STAFF REPORT
November 19, 2019**

I. GENERAL INFORMATION

Applicant/Property Owner:	The NRP Group LLC
Subject:	Detailed Site Plan
Project Name:	Greenbelt Metro (MOTIVA)
Location:	6400, 6410, and 6420 Cherrywood Lane, Greenbelt MD 20770. Located on the north side of Cherrywood Lane, approximately 800 feet west of its intersection with Kenilworth Avenue (MD 201)
Acreage:	15.89 (gross tract area) Net developable area is 10.44
Existing Zoning:	C-O (Commercial Office) /D-D-O (Development District Overlay)
Existing Land Use:	Undeveloped
Proposed Land Use:	Multi-family residential

II. BACKGROUND INFORMATION

The NRP Group LLC (NRP) is a developer, builder, and property management company headquartered in Cleveland, Ohio. In early 2018, NRP (the applicant) met with the City of Greenbelt to present a development proposal for new construction of multifamily housing in the Capital Office Park at the intersection of Cherrywood Lane and Ivy Lane next to the Federal Courthouse. The city gave positive feedback and was especially interested in an earlier version that promised a mixed use development that included a retail component. The retail component was found to not be economically feasible.

The applicant filed a Site Development Concept Plan (storm water management plan) with Prince George's County (The County) in January, 2019 that was approved end of May, 2019. The applicant immediately trailed this approval by filing a Preliminary Plan of Subdivision (PPS) application in July 2019 with the Maryland-National Capital Park and Planning Commission (M-NCPPC). The PPS was referred to the City for review and comment, upon which it went through the city's hearing process including three (3) advisory board meetings (APB, Green ACES, and PRAB), a City Council work session, and finally a City Council hearing on September 23, 2019 where it received support with conditions. The conditions are laid out in a letter from the City Council to the County Planning Board. The PPS was heard by the Prince George's County Planning Board on October 10, 2019 and has been approved with conditions.

Immediately following approval of the PPS, the city received notice that a Detailed Site Plan (DSP) was accepted by M-NCPPC. The DSP is following the same process for review and comment as the PPS, meeting with three advisory boards (APB, PRAB, and Green ACES) and the City Council for a work session and at a regular meeting.

III. PROPOSED DEVELOPMENT

The DSP proposes two 5-story apartment buildings and an amenity building. Each of the buildings will offer secure entry, elevator access (2 elevators per building), climate controlled corridors, trash and recycling rooms, resident and guest lobbies, mail rooms, and large package reception. The gross floor area of the residential buildings total 388,225 SQ FT and the amenity building totals 7,082 SQ FT.

- The apartment buildings will consist of a total of 354 residential units allocated as:

- 55-Studio
- 157-One Bedroom
- 123-Two Bedroom
- 19-Three Bedroom

- The amenity building will include:

- Leasing and administration office
- Business and conference center
- Package concierge
- A clubhouse with wellness/fitness center
- Indoor social and entertainment spaces
- Pool with deck and locker rooms
- Outdoor grilling stations, fire pit and social areas

- Other amenities and features planned are:

Dog Park
Dog Spa (adjacent to the Dog Park) / Dog Wash (equipment only)
Community Gardens
A Tot lot (Play area)
Bike racks (indoor secured bicycle storage and outdoor racks)
Bike share (Future Capital Bike share station)

The Site plan proposes two points of vehicular access from Cherrywood Lane. The main entrance aligns with Ivy Lane and the second is approximately 200ft west of the main entrance, further south on Cherrywood Lane. A total of 454 parking spaces are proposed via surface parking lots located behind the multifamily buildings. The parking spaces will include 36 individual garage units. Nine (9) accessible parking spaces are provided (distributed between lots) along with 4 more in the individual garage units, 2 in each garage. Interior bicycle parking is planned for 80 bicycles - all in one building, on the east, while 36 are planned for the exterior to be at different locations throughout the site providing a total of 136 bicycle parking spaces. There will be 6 electric vehicle charging locations also distributed in the different parking lots. In addition to the 6 charging stations there will be provision for charging ports within the individual garages.

The applicant is proposing a Capital Bikeshare station installation on site. Coordination with the County's Department of Public Works and Transportation (DPW & T) will be required. The applicant is proposing bus stop improvements for the bus stop located in immediate proximity to the project, including installation of a bus shelter designed to the new city standards.

Architectural features will include curated corner elements and building facades will contain a combination of sustainable material such as brick masonry, cementitious siding, cementitious panels, metal and glass. Signage will include one monument sign at the proposed main entrance and a second sign - a mounted blade sign - is proposed to the west of the main entrance, between the access drives.

The streetscape is to be improved with landscaping and a sidewalk. The applicant will be required to install a 5ft sidewalk along its (Cherrywood Lane) frontage. Staff plans to work with applicant on being in conformance with the City's approved Complete and Green Streets policy and on ensuring the implementation of the improvements identified in the *Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project* along the applicant's frontage (only required to address half width of Cherrywood Lane).

IV. ANALYSIS

A. Zoning

The project area is zoned Commercial-Office (C-O) with a Development District Overly Zone (DDOZ). The project is required to conform to the requirements of the *2013 Approved Greenbelt Metro Area and MD 193 Corridor Plan and Sectional Map*

Amendment (Sector Plan). This zoning/Sector Plan provides for a ‘dwelling, multi-family’ use. The community consists of commercial office buildings and a federal courthouse. The project site is surrounded by: United States Courthouse zoned O-S (open-space) to the northeast, vacant land zoned R-R (rural residential) to the northwest, and Capital Office Park zoned C-O across Cherrywood Lane.

B. ENVIRONMENT AND LANDSCAPING

Storm water Management (SWM)

The project site has an existing drainage pond that will remain. The pond was designed to treat storm water for the existing Capital Office Park located on the south side of Cherrywood Lane and does not have enough capacity to handle the run-off from the proposed development. At the PPS stage, the applicant provided a study and exhibits to demonstrate their findings that retrofitting the existing SWM facility would require significantly more space with greater impacts compared to providing a second SWM facility thus necessitating 2 ponds. A new storm water management (detention) pond has been proposed to attenuate a 100-year storm event.

In addition, the DSP shows utilization of micro bio-retention filtration systems throughout the development site (around 30 in total). The county has required these for this project. The Stormwater Management Act of 2007 calls for implementing environmentally sensitive design (ESD) to the maximum extent practicable. These provide curbside storm water management benefits by integrating site design, natural hydrology and smaller controls to capture and treat runoff. They also minimize impervious surfaces.

Due to the nature of the soil conditions on this site, the applicant has stated that pervious paving materials are not an option and is therefore proposing asphalt (bituminous) for the parking lot.

Sustainability

As set forth in the sector plan, Leadership in Energy and Environmental Design (LEED) practices are desired for new development. While the applicant does not intend to pursue LEED certification for this project, some of the features will meet these standards and there are aspects of the project that are specifically environmentally friendly and energy conserving such as:

- The lighting possibly up to 100 percent will use high performance or LED lighting systems.
- Low flow plumbing fixtures
- Interior recycling chutes on every floor
- Apartments will be sub-metered for electricity and water consumption and will also include:
 - Programmable thermostats
 - High-efficiency HVAC equipment
 - Energy star lighting

- Energy star appliance packages
- Vehicle charging stations (as well as charging ports within the individual garages)
- There will be micro bio-retention systems throughout the development (up to 30)
- Proposed community gardens

It should be noted that the presence of air conditioning condensers on the roofs is limiting any potential alternative use (e.g. placement of solar panels).

Woodlands

The site is subject to the provisions of the *Woodland and Wildlife Habitat Conservation Ordinance* and development activities must be in conformance with an approved Type 2 Tree Conservation Plan (TCPII). The applicant has prepared a TCPII – indicating how conservation requirements will be met. This project requires 3.04 acres of off-site woodland conservation. The City has advocated for tree mitigation to occur within the watershed being impacted, preferably within the City. The applicant is willing to work with the County and City to find an appropriate bank with available acreage to meet woodland mitigation requirements.

It should be noted that the last eligible woodland mitigation site in the City was subject to an approved Detailed Site Plan for the vacant parcel adjacent to Capitol Cadillac. Staff is presently working to determine the current status of this mitigation site in light of a new DSP being prepared for the Capitol Cadillac site. If this site is available, it should provide a little less than 2 acres of the required acreage. The remaining amount would have to be found in an appropriate bank via the County.

Noise

The site is located in the vicinity of Edmonston Road and is adjacent to I-95/495 Capital Beltway both of which are roadways that are regulated for noise. The applicant submitted a phase I noise analysis study during the PPS review which concluded that, for both buildings in certain areas, transportation noise levels may exceed acceptable levels, per County and State requirements. The applicant has submitted a Phase II noise study with the DSP. The analysis is based upon site information including existing and proposed topography, existing roadway alignments, projected roadway traffic volumes, the proposed building layout, and architectural plans.

The report indicates - by showing noise measurements - exact building locations that will be impacted by noise levels greater than transportation noise policy guidelines allow. The report also specifies the mitigation measures necessary to maintain noise levels that comply with noise regulations. This would include specific building construction materials such as upgraded windows and doors which meet specific STC ratings¹ which must be installed for select residential units in both buildings. If using these specified materials, the interior noise levels would comply with the County's residential interior noise regulations.

¹ The STC rating is a number value which describes a building element's (wall, window, door, roof etc) ability to reduce noise transmission from one side of the partition to the other.
STC - Sound Transmission Class

Landscaping

The sector plan generally defers the landscaping category to, and therefore DSP should meet the requirements of the *2010 Prince George's County Landscape Manual* (Landscape Manual). The Landscape Plan proposes all native species for plantings in all categories (shade, ornamental, evergreen, and shrubs) which are distributed along the edges of the site, throughout the parking lot and around the club house/amenity building.

The project site fronts a public street, Cherrywood Lane, and no new public streets are proposed. The proposed buildings along Cherrywood Lane are separated from public right-of-way by a change of grade and retaining walls. This resulting streetscape is proposed to be improved with landscaping and a sidewalk. The DSP shows air conditioning condenser units in front of both buildings along Cherrywood Lane. The applicant responds that there are no other locations to place them as there is not sufficient space on the roof to accommodate all equipment. Staff has requested screening and revising the Landscape plan to increase plantings/buffer.

To the north, the DSP is proposing community gardens next to the building on the west at its northern edge, across the lot from the club house, which the sector plan encourages. There was concern as to whether that particular area would get adequate sunlight to support gardening/plants as it may be overshadowed by the height of the apartment building. The applicant is awaiting a sun study report, however, states that so far has received feedback that the area will receive adequate sunlight for the proposed activity.

There will be a small length of wall constructed at the northwest corner of the amenity building sidewalk which will be a segmental block wall. Staff has requested the applicant provide a detail for this wall along with a detail for the fence that will go around the pool. A chain link fence is proposed around the planned storm water facility. The city prefers not to use chain link fences, however, the applicant argues that it ensures safety and is best for the general welfare of citizens as it discourages persons from trespassing into the storm water management facility. If the applicant cannot switch to a black wrought iron fence, which would be more attractive, then staff is requiring they provide additional landscaping that would screen the chain link fence better than what is currently shown on the Landscape plan.

To the east, the building is set back further (than the building on the west) as the land slopes on the eastern edge. Along with a landscape buffer, the applicant is proposing a retaining wall with a 3'6" steel rail fence at the top of the slope to conceal the proposed parking lot which comes out closer to Cherrywood Lane on that end. Staff believes additional vegetative buffer is needed as the slope is steep enough that the parking lot would still remain visible from the street. The dog park and the tot lot/play area will be located on the east side of the property. Staff has requested detail for review and comment for both areas and would like to see some provision of shade either via shade trees or commercial shade structures.

The applicant has recently proposed a social space near the entrance past the monument sign to the right, a plaza like area to engage the street frontage, which will include

benches and shading and will be the site of the future Capital Bikeshare station. The space design is in development and the applicant plans to submit a complete vision to the city for review.

To the west, on both access drives, parking comes right up to the front of the property - the angled head-in parking on the west side of main entrance driveway and on both sides at the secondary access drive. Staff has requested the Applicant screen the parking area to the west so that it is not visible from Cherrywood Lane, and raised concerns about the angled parking along the main exit drive, closest to Cherrywood Lane.

C. Parking and Loading

The applicant is providing a total of 454 parking spaces consisting of 9 handicap accessible surface parking spaces, 36 garage spaces of which 4 are handicap accessible, 124 compact spaces, and 285 standard parking spaces. According to the code, up to one-third (1/3) of the required number of parking spaces in any parking lot may be compact car spaces. The Code requires that a minimum of 9 spaces shall be reserved for the physically handicapped. The breakdown is shown in the table below:

PARKING PROVIDED:			
GARAGE	ACCESSIBLE SPACES:	4 SPACES	
	GARAGE SPACES:	32 SPACES	
	TOTAL:	36 SPACES	
SURFACE	ACCESSIBLE SPACES:	9 SPACES	
	STANDARD SPACES (9'X18'):	285 SPACES	
	COMPACT SPACES (8'X16.5'):	124 SPACES	29.67%
	TOTAL:	418 SPACES	
GRAND TOTAL*:		454 SPACES	
* INCLUDES 6 ELECTRIC VEHICLE CHARGING SPACES OF WHICH 1 IS ACCESSIBLE.			

The county code would require 525 parking spaces for these (amount and type) units; however, the sector plan only allows 80 percent of that number at a maximum which is 420, putting the provided number at 34 spaces over. Staff does not have an issue with this overage because following other recent residential developments in Greenbelt West specifically Greenbelt Station in the south core; parking has been and continues to be a problem. The County reviewer has asked that staff help the applicant make a strong argument if the city wants to keep all 454 spaces. Staff is creating a list of comparisons with other developments within the city (and perhaps other nearby developments in neighboring jurisdictions) to demonstrate the need.

The sector plan requires a minimum of 1 bicycle parking space for every 2 multifamily dwelling units, which would total 177 parking spaces. The applicant is providing a total of 136. Eighty (80) of those would be interior bicycle parking all in one building (specifically the one on the east side), while 36 are planned for the exterior to be at

different locations throughout the site. Staff sees no problem and agrees with the applicant that this number of bicycle parking spaces would be sufficient.

D. Transportation

Traffic Impact Analysis

The project site is subject to a previous preliminary plan of subdivision approval that would have generated more trips than the current land use proposal and therefore the County did not require any transportation improvements. With two (2) new access drives being proposed along Cherrywood Lane staff requested to see a recent traffic study of the Cherrywood Lane and Ivy Lane intersection, as well as see impacts on Edmonston Road (MD 201) and Greenbelt Road (MD 193). The city conditioned its support for the PPS on the applicant submitting a Traffic Impact Study with its Construction in the Right-of-Way permit application.

The access permit application was submitted with a traffic impact analysis which was conducted in accordance with the adopted M-NCPPC Transportation Guidelines, and includes an unsignalized intersection analysis for the Cherrywood Lane and Ivy Lane intersection. The report found that the intersection meets the applicable unsignalized intersection analysis test/s. Staff has referred the traffic impact study to the City's traffic consultant, Greenman Pedersen, Inc (GPI), for technical review and comment.

Pedestrian and Bicycle Improvements

The applicant will be required to install a contiguous sidewalk along its frontage and staff is working with the applicant on being in conformance with the City's recently approved Complete and Green Street Policy and on ensuring the implementation of the improvements identified in the *Preliminary Concept Design Report: Cherrywood Lane Complete and Green Street Project* along the applicant's Cherrywood Lane frontage (only required to address half width of Cherrywood Lane). To this end, the applicant agrees to contribute \$100,000 towards the Cherrywood Lane project, where the timing of this contribution will be agreed upon prior to the issuance of the first building permit. The applicant is proposing bus stop improvements for the bus stop located in immediate proximity to the project, including installation of a bus shelter designed to the new city standards.

Following submission of a Bicycle and Pedestrian Impact Statement (BPIS), the resulting calculated fees shall be applied towards a Capital Bikeshare station installation on site (upon entrance of the project site to the right/east which will also serve as social space with benches and shading). Coordination with the Department of Public Works and Transportation (DPW& T) will be required. This will coincide with county's installation of the Capital Bike Share program for which Greenbelt is already marked 5 locations including the Greenbelt Metro Station.

E. Parks and Recreation

The applicant will address park and recreation needs through provision of on-site private recreational facilities. In addition, the applicant has agreed to contribute \$50,000 to the City's Recreation Department for use towards improvements at the Springhill Lake Recreation Center.

Amenities proposed include a clubhouse (amenity building) with a swimming pool, a wellness/fitness center, a tot lot (play area), a dog park; a dog spa which will be housed in the building adjacent to the dog park, and community gardens.

Staff is concerned with the tot lot (play area) being adjacent to the dog park as a review of literature on dog park planning shows that these should not be located next to each other for the reason that each of these parks/play areas require the full attention of an accompanying responsible adult. The applicant argues that they believe they are compatible uses, and due to soil condition and environmental requirements for construction is limited in terms of options as to where the play area should be located.

It is a condition of the approval of the PPS that the applicant agrees to execute a Private Recreation Facilities Agreement with the City to provide for the retention and future maintenance of proposed recreation facilities. The executed agreement will be recorded among land records of Prince George's County.

V. RECOMMENDATION

At this time staff recommends conditional support of the Detailed Site Plan for Greenbelt Metro Station (Capital Office Park). The conditions are as follows:

1. The Applicant revise the Landscape Plan to adequately screen surface parking areas from Cherrywood Lane.
2. The Applicant revise the Detailed Site Plan/Landscaping Plan to include a formal social space at the proposed bike share station location.
3. The Applicant agrees to avoid and/or limit locating air conditioning condenser units along its Cherrywood Lane frontage. Where unavoidable, the Applicant shall site the units to minimize aesthetic impacts and revise the Landscape Plan to include appropriate screening to be reviewed by the City.
4. The Applicant submit to the City details on the segmental block wall on the northwest corner (behind the pool) of project site.
5. The Applicant submit to the City a detail for the pool fence.
6. The Applicant submit a detailed list of equipment proposed for the tot lot and dog park.
7. The Applicant agrees to consider solar installation on the clubhouse.
8. The Applicant agrees to work with the city's Arts Coordinator on identifying potential opportunities for the installation of public art within the social space at the proposed bike share station.

9. The Applicant revises the Landscaping Plan to provide additional landscape screening along the southeast corner of the site.
10. The Applicant revise sign details to accurately reflect the lettering/name proposed (MOTIVA) on the signs.
11. The Applicant revise the DSP to remove the minor monument sign located at the western access drive.